Washington State Department of Transportation

Inspector's Daily Report

IDR Sheet 1 of 1 Sheets	Final Record Book	Page
Contract	Day	Date
C-7852	Tuesday	October 5, 2010

DIARY - Including but not limited to: a report of the day's operations, time log (if applicable), orders given and received, discussions with contractor, and any applicable statements for the monthly estimate.

7:30 am - 12:00 pm

I arrived at the Hyak office around 7:30 am. Norm Norrish arrived at the office around 8:30 am and we met Brad Schut, Jerry Wood, Rocki Bishop and the contractor on-site to discuss possible scaling and wire mesh work to be accomplished before winter shut-down. We all agreed that KLB would begin pulling all the loose material located at the crest of the existing highway cut upslope and Pacific Blasting would begin safety scaling the highway cut right behind KLB. This work will be accomplished between approximate stations 1327+00 and 1338+00. It was also agreed that KLB will not be able to reach the crest of the slope from approximate station 1330+75 to 1332+00 so Pacific proposed to install a temporary modified wire mesh system. According to Pacific, they will install #14 bars that stick out of the bedrock approximately 8 to 10 feet for about 125 lineal feet and run ¾ inch cable through the eye holes to hang chain link/wire mesh. The #14 bars will have 2 tie-back anchors at each bar location. This modified wire mesh system will contain any loose debris that KLB could not remove.

12:00 pm - 3:30 pm

Norm, Brad, and I began a walk-through of the project from the east to the west end of the project. During our walk-through, Brad received a call about a failure that occurred at approximate station 1327+00 (Figure 1). This is the location of the detached blocks that were recommended to be scaled in the IDR dated 10/4/2010. A detached block remained on the slope so Norm, Brad and I recommended the contractor attempt to mechanically scale (remove) the block with little to no damage to the installed rock dowels. Brad and I got our climbing gear on to assess the slope above the failed area. Brad and I did not observe any instabilities upslope and it appeared that the recent rockfall failed to a competent backslope. Brad and I had the operator slope round the crest of the slope to a more stable configuration (Figure 2).

While we were on-site, we observed that the previously installed dowel bars did not have any grout remnants on them and numerous plates and nuts were never installed (Figure 3). It also appears that the secondary grouting did not take place in many of these dowels and this may have contributed to the recent rock failure. With this in mind, I walked the entire project limits and counted all the rock anchors that did not have plates and nuts. I counted 111 rock anchors and this did not include the recent rockfall location or the dowel bars that were installed within the past couple of days. I am also assuming that none of these 111 rock anchors had the secondary grout placed. Brad indicated that the plates just arrived on-site recently and the contractor was going to begin working evenings to get the plates and nuts installed and place the secondary grout.

DOT Form 422-004A EF
Revised 1/94

Signed

Michael P. Mulhern
Inspector

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Brad, Rocki and I located three rock dowels at approximate station 1326+50 (Figure 4). While we located these dowels, we all observed that this area needed additional scaling and dressing to be performed.

I drove to the Hyak office around 3:30 pm to download photos and begin work on my IDR for the day.

I left the office around 5:00 pm.

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Signed

Michael P. Mulhern
Inspector

Figure 1. A photograph of the recent rockfall location at approximately station 1327+00. Note the detached block that remained on the slope.

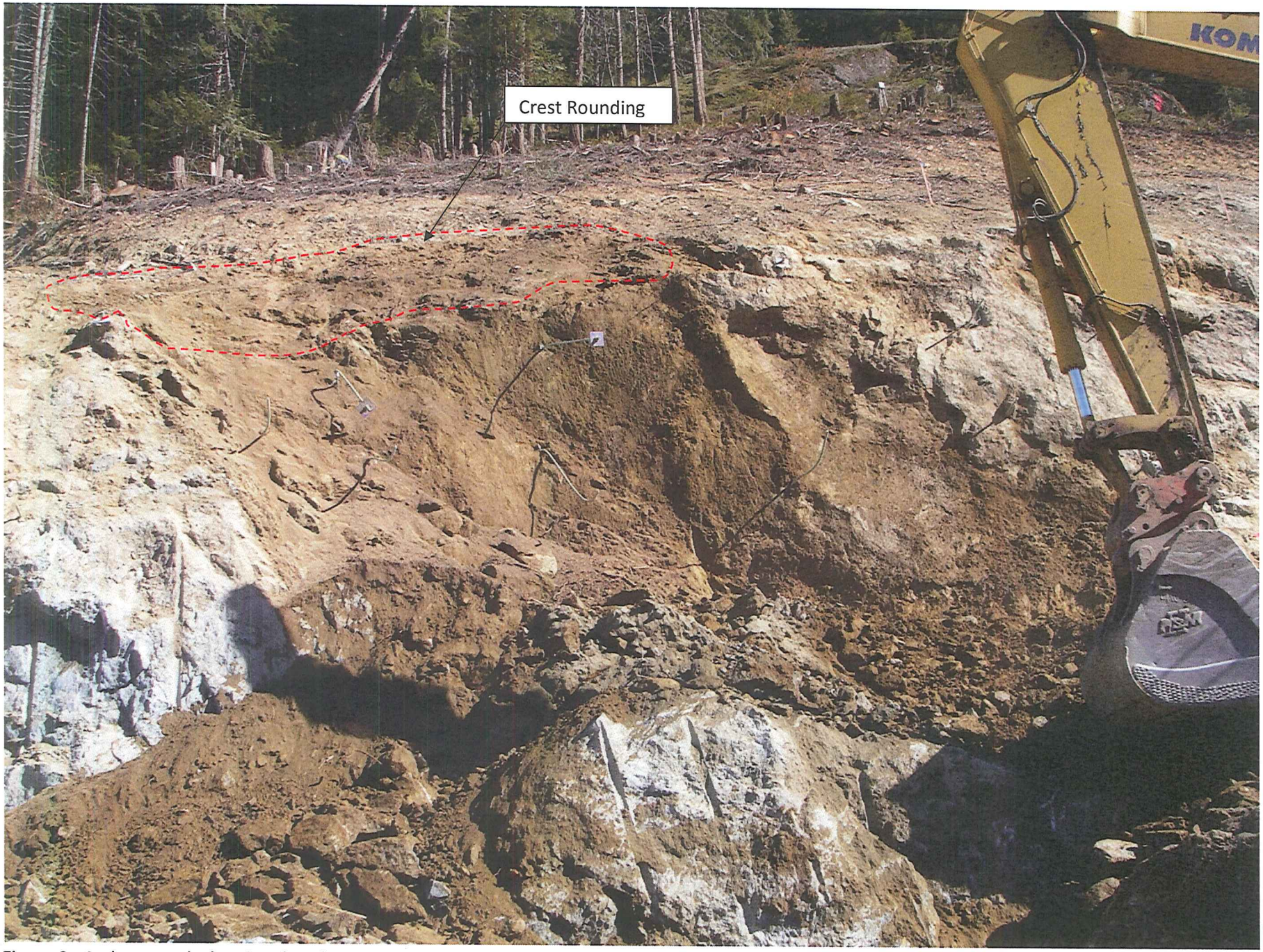

Figure 2. A photograph showing that the recent rockfall failed back to a more stable backslope. Note the slope rounding that occurred at the crest of the slope (red dashed line).

Figure 3. A photograph showing one of the rock dowels that was previously installed in one of the failed blocks. Note that there does not appear to be any grout on the bar or the centralizer.

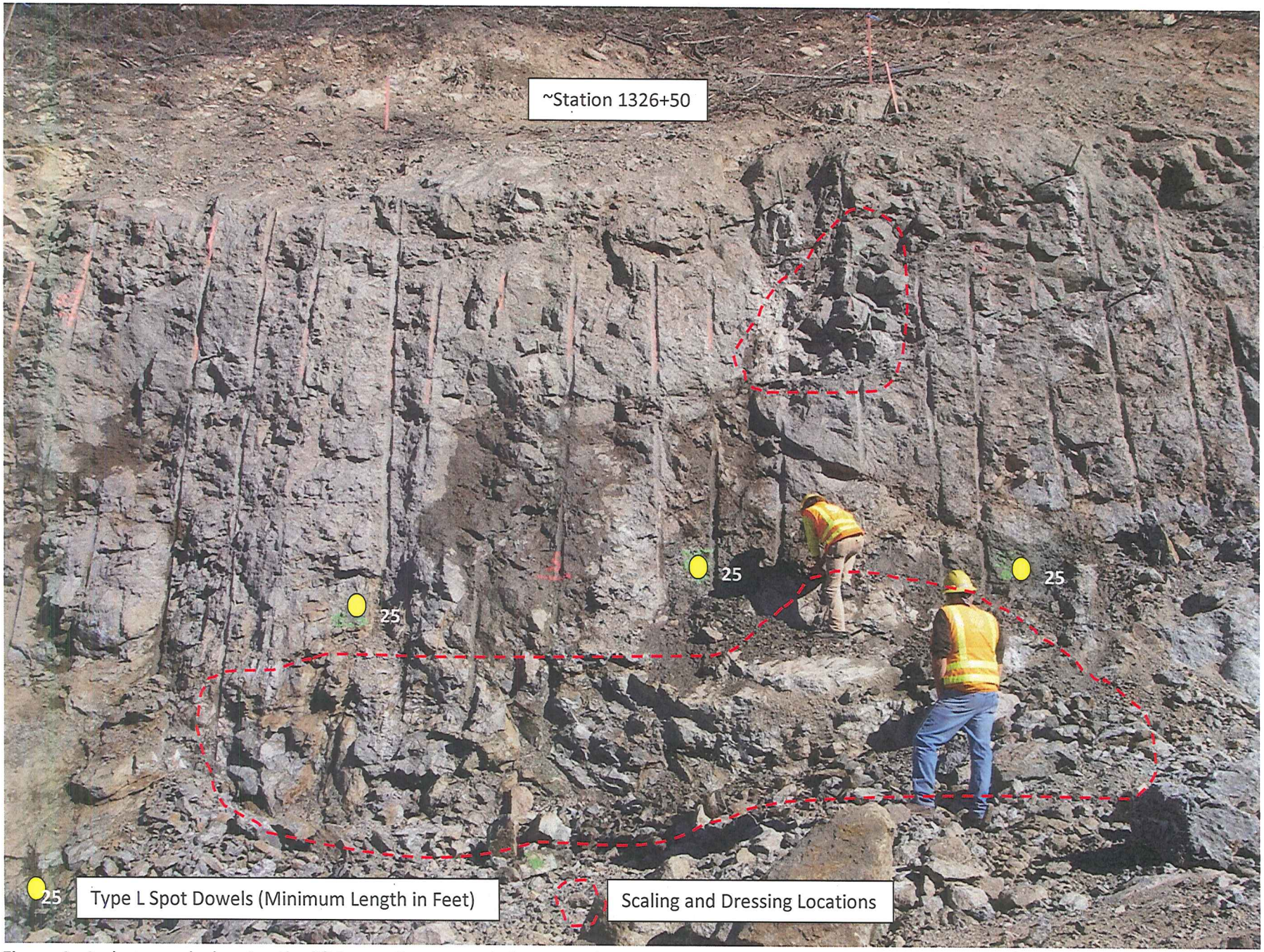

Figure 4. A photograph showing the lift inspection at approximate station 1326+50.